# ANALYSIS of CLASS I RAILROADS

## Supplement to Series No. 10

(Revised to include Boston & Maine and Delaware & Hudson)

August 22, 1988[R]

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | U S | E A S T | W E S T | B & M | D & H |
|---|---|---|---|---|---|---|
| | | ( $ THOUSANDS ) | | | | |
| 1 | Total Operating Revenues | $ 26,622,482 | $ 12,302,246 | $ $14,320,236 | $ 85,522 | $ 80,342 |
| 2 | Total Operating Expenses | 23,878,116 | 11,208,727 | 12,669,389 | 90,530 | 85,261 |
| 3 | Depreciation | 2,248,507 | 1,121,746 | 1,126,761 | 1,965 | 1,598 |
| 4 | Total Taxes | 1,051,310 | 488,884 | 562,426 | 845 | 0 |
| 5 | Net Railway Operating Income(1) | 1,756,460 | 644,916 | 1,111,544 | (5,557) | (3,042) |
| 6 | Net Income | 2,055,221 | 902,553 | 1,152,668 | 13,113 | (6,936) |
| 7 | Capital Expenditures | 3,075,718 | 1,439,015 | 1,636,703 | 3,519 | 10,132 |
| 8 | ICC Rate of Return(2) | 5.64% | 5.13% | 6.18% | DEF | DEF |
| 9 | Total Assets | $ 55,580,947 | $ 27,699,751 | $ 27,881,196 | $ 130,812 | $ 114,998 |
| 10 | Total Liabilities | 29,964,858 | 14,296,240 | 15,668,618 | 71,632 | 138,586 |
| 11 | Avg Shareholders' Equity | 25,528,850 | 13,518,963 | 12,009,887 | 52,660 | (20,094) |
| 12 | Return on Shareholders' Equity | 8.05% | 6.68% | 9.60% | 24.90% | DEF |
| 13 | Miles of Road Operated | $ 147,414 | $ 59,421 | $ 87,993 | $ 1,196 | $ 1,501 |
| 14 | Average Employment | 248,526 | 116,756 | 131,770 | 830 | 911 |
| 15 | Freight | 25,797,022 | 11,909,336 | 13,887,686 | 81,524 | 78,477 |
| 16 | Passenger | 93,559 | 11,423 | 82,136 | 0 | 0 |
| 17 | Passenger related | 248 | 46 | 202 | 0 | 0 |
| 18 | Switching | 330,084 | 155,028 | 175,056 | 177 | 447 |
| 19 | Water Transfers | 0 | 0 | 0 | 0 | 0 |
| 20 | Demurrage | 172,417 | 102,309 | 70,108 | 1,871 | 585 |
| 21 | Incidental | 166,931 | 112,079 | 54,852 | 1,950 | 106 |
| 22 | Joint Facility CR | 11,256 | 2,161 | 9,095 | 0 | 0 |
| 23 | Joint Facility DR | 599 | 470 | 129 | 0 | 0 |
| 24 | Railway Operating Revenues excl Govt Transfers | 26,570,918 | 12,291,912 | 14,279,006 | 85,522 | 79,615 |
| 25 | Transfers from Government Authorities | 51,564 | 10,334 | 41,230 | 0 | 727 |
| 26 | Freight Service Revenue | 26,474,025 | 12,281,450 | 14,192,575 | 85,522 | 80,342 |
| 27 | Total Railway Operating Revenues | 26,622,482 | 12,302,246 | 14,320,236 | 85,522 | 80,342 |
| 28 | Railway Operating Expenses | 23,878,116 | 11,208,727 | 12,669,389 | 90,530 | 85,261 |
| 29 | Net Revenue from Operations | 2,744,366 | 1,093,519 | 1,650,847 | (5,008) | (4,919) |
| 30 | Income from Affiliated Co | 116,995 | 15,470 | 101,525 | 264 | 72 |
| 31 | Dividends | 48,299 | 15,666 | 32,633 | 47 | 29 |
| 32 | Equity in Earnings (Losses) | 68,696 | (196) | 68,892 | 217 | 43 |
| 33 | Total Other Income | 1,443,761 | 662,626 | 781,135 | 19,477 | 1,949 |
| 34 | Miscellaneous Deductions | 256,156 | 78,568 | 177,588 | 111 | 189 |
| 35 | Income Before Fixed Charges | 3,931,971 | 1,677,577 | 2,254,394 | 14,358 | (3,159) |
| 36 | Interest on Funded Debt | 819,217 | 358,641 | 460,576 | 400 | 2,370 |
| 37 | Fixed Interest Not in Default | 819,217 | 358,641 | 460,576 | 400 | 2,370 |
| 38 | Interest in Default | 0 | 0 | 0 | 0 | 0 |
| 39 | Interest on Unfunded Debt | 72,021 | 11,419 | 60,602 | 0 | 1,328 |
| 40 | Amort of Discount on Funded Debt | 12,732 | 7,707 | 5,025 | 0 | 79 |
| 41 | Total Fixed Charges | 903,970 | 377,767 | 526,203 | 400 | 3,777 |
| 42 | Income After Fixed Charges | 3,028,001 | 1,299,810 | 1,728,191 | 13,958 | (6,936) |
| 43 | Contingent Interest | 11,216 | 810 | 10,406 | 0 | 0 |
| 44 | Unusual or Infrequent Items CR | 0 | 0 | 0 | 0 | 0 |
| 45 | Federal Income Taxes | 594,961 | 277,882 | 317,079 | 845 | 0 |
| 46 | State Income Taxes | 56,006 | 30,416 | 25,590 | 0 | 0 |
| 47 | Other Income Taxes | 30,472 | 30,346 | 126 | 0 | 0 |
| 48 | Total Income Taxes Paid | 681,439 | 338,644 | 342,795 | 845 | 0 |
| 49 | Provision for Deferred Taxes | 369,871 | 150,240 | 219,631 | 0 | 0 |
| 50 | Discontinued Operations (Net) | 0 | 0 | 0 | 0 | 0 |
| 51 | Ordinary Income | 1,965,475 | 810,116 | 1,155,359 | 13,113 | (6,936) |
| 52 | Total Extraordinary Items | 32,499 | 35,190 | (2,691) | 0 | 0 |
| 53 | Effect of Changes in Accounting Principles | 57,247 | 57,247 | 0 | 0 | 0 |

SEE PAGE 16 FOR EXPLANATION OF FOOTNOTES.

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| LINE | ITEM | US | EAST | WEST | B & M | D & H |
|---|---|---|---|---|---|---|
| | | ($ THOUSANDS) | | | | |
| 54 | Net Income | $ 2,055,221 | $ 902,553 | $ 1,152,668 | $ 13,113 | $ (6,936) |
| 55 | Income from Lease of Road and Equipment | 1,888 | 48 | 1,840 | 0 | 0 |
| 56 | Rent for Leased Roads and Equipment | 65,292 | 40,329 | 24,963 | 296 | 1,877 |
| 57 | Net Railway Operating Income | 1,756,460 | 644,916 | 1,111,544 | (5,557) | (3,042) |
| 58 | Cash | (26,771) | (2,722) | (24,049) | 183 | (506) |
| 59 | Temporary Cash Investments | 2,354,153 | 1,547,702 | 806,451 | 0 | 30 |
| 60 | Special Deposits | 25,968 | 8,253 | 17,715 | 2,769 | 575 |
| 61 | Accounts Receivable (Net) | 4,420,597 | 2,141,616 | 2,278,981 | 38,191 | 20,610 |
| 62 | Prepayments and Working Funds | 401,075 | 182,212 | 218,863 | 458 | 53 |
| 63 | Materials and Supplies | 866,251 | 374,169 | 492,082 | 2,542 | 2,066 |
| 64 | Other Current Assets | 174,288 | 127,076 | 47,212 | 281 | 453 |
| 65 | Total Current Assets | 8,215,561 | 4,378,306 | 3,837,255 | 44,626 | 23,281 |
| 66 | Total Other Assets | 3,177,069 | 1,313,897 | 1,863,172 | 31,917 | 6,036 |
| 67 | Road | 42,888,402 | 20,424,429 | 22,463,973 | 57,596 | 85,528 |
| 68 | Equipment | 21,196,766 | 10,390,017 | 10,806,749 | 2,608 | 5,080 |
| 69 | Unallocated Items | 1,202,559 | 932,799 | 269,760 | 1,906 | 0 |
| 70 | Accumulated Depreciation and Amortization | 21,099,410 | 9,739,697 | 11,359,713 | 7,841 | 4,927 |
| 71 | Net Road and Equipment | 44,188,317 | 22,007,548 | 22,180,769 | 54,269 | 85,681 |
| 72 | Total Assets | 55,580,947 | 27,699,751 | 27,881,196 | 130,812 | 114,998 |
| 73 | Accounts Payable | 5,934,255 | 2,716,785 | 3,217,470 | 47,967 | 66,004 |
| 74 | Taxes Accrued | 696,541 | 308,311 | 388,230 | 1,080 | 909 |
| 75 | Other Current Liabilities | 547,069 | 438,692 | 108,377 | 2,662 | 1,139 |
| 76 | Equipment Obligations & Other LTD Due Within One Year | 1,003,615 | 522,723 | 480,892 | 1,027 | 4,164 |
| 77 | Total Current Liabilities | 8,181,480 | 3,986,511 | 4,194,969 | 52,736 | 72,216 |
| 78 | Funded Debt Unmatured | 3,147,040 | 798,423 | 2,348,617 | 0 | 12,728 |
| 79 | Equipment Obligations | 3,453,996 | 1,474,072 | 1,979,924 | 0 | 0 |
| 80 | Capital Lease Obligations | 1,098,769 | 802,173 | 296,596 | 3,087 | 5,042 |
| 81 | Debt in Default | 0 | 0 | 0 | 0 | 0 |
| 82 | Accounts Payable Affiliated Co | 687,184 | 390,007 | 297,177 | 0 | 0 |
| 83 | Accumulated Deferred Income Tax Credits | 9,920,289 | 4,715,374 | 5,204,915 | 0 | 0 |
| 84 | Other Long term Liabilities | 3,476,100 | 2,129,680 | 1,346,420 | 15,809 | 48,600 |
| 85 | Total Noncurrent Liabilities | 21,783,378 | 10,309,729 | 11,473,649 | 18,896 | 66,370 |
| 86 | Total Liabilities | 29,964,858 | 14,296,240 | 15,668,618 | 71,632 | 138,586 |
| 87 | Capital Stock | 3,032,440 | 800,737 | 2,231,703 | 15,416 | 3,445 |
| 88 | Common Stock | 2,719,871 | 720,801 | 1,999,070 | 2,425 | 500 |
| 89 | Preferred Stock | 312,569 | 79,936 | 232,633 | 12,991 | 2,945 |
| 90 | Discount on Capital Stock | 0 | 0 | 0 | 0 | 0 |
| 91 | Additional Capital | 6,094,608 | 5,029,583 | 1,065,025 | 25,855 | 4,541 |
| 92 | Retained Earnings | 16,496,846 | 7,579,183 | 8,917,663 | 17,909 | (31,574) |
| 93 | Appropriated | 219,997 | 66,950 | 153,047 | 0 | 0 |
| 94 | Unappropriated | 16,276,849 | 7,512,233 | 8,764,616 | 17,909 | (31,574) |
| 95 | Net Unrealized Loss Noncurrent Marketable Equity Securities | 0 | 0 | 0 | 0 | 0 |
| 96 | Treasury Stock | 7,805 | 5,992 | 1,813 | 0 | 0 |
| 97 | Net Stockholders' Equity | 25,616,089 | 13,403,511 | 12,212,578 | 59,180 | (23,588) |
| 98 | Total Liabilities and Shareholders' Equity | 55,580,947 | 27,699,751 | 27,881,196 | 130,812 | 114,998 |
| 99 | Net Working Capital | 34,081 | 391,795 | (357,714) | (8,110) | (48,935) |
| 100 | Common Stock | 1,241,766 | 497,048 | 744,718 | 0 | 0 |
| 101 | Preferred Stock | 10,361 | 8,423 | 1,938 | 0 | 0 |
| 102 | INTENTIONALLY LEFT BLANK | 0 | 0 | 0 | 0 | 0 |
| 103 | INTENTIONALLY LEFT BLANK | 0 | 0 | 0 | 0 | 0 |
| 104 | Cash Flow | 4,604,478 | 2,174,735 | 2,429,743 | 14,861 | (5,381) |
| 105 | Investment in Road and Equipment | 65,298,406 | 31,975,571 | 33,322,835 | 72,618 | 91,424 |
| 106 | Interest During Construction | 177,219 | 87,336 | 89,883 | 674 | 205 |

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| LINE | ITEM | US | EAST | WEST | B & M | D & H |
|---|---|---|---|---|---|---|
| | | ( $ THOUSANDS ) | | | | |
| 107 | Other Elements of Investment | $ 451 | $ 420 | $ 31 | $ 327 | $ 0 |
| 108 | Rail Form A Working Capital | 1,638,817 | 827,235 | 811,582 | 2,725 | 2,066 |
| 109 | Total Property Investment | 66,759,553 | 32,715,050 | 34,044,503 | 74,142 | 93,285 |
| 110 | Accrued Depreciation & Amort | 21,069,948 | 9,798,321 | 11,271,627 | 9,274 | 4,927 |
| 111 | Net Investment End of Year | 45,689,605 | 22,916,729 | 22,772,876 | 64,868 | 88,358 |
| 112 | Net Investment End of Previous Year | 45,194,470 | 22,547,814 | 22,646,656 | 0 | 0 |
| 113 | Average Net Investment | 45,442,038 | 22,732,272 | 22,709,766 | 32,434 | 44,179 |
| 114 | Investment Tax Credit | 60,645 | 3,527 | 57,118 | 0 | 0 |
| 115 | Net Railway Operating Income After ITC Deduction | 1,695,815 | 641,389 | 1,054,426 | (5,557) | (3,042) |
| 116 | Net Railway Operating Income | 2,088,675 | 981,006 | 1,107,669 | (5,557) | (5,566) |
| 117 | Average Net Investment | 37,063,501 | 19,130,679 | 17,932,822 | 65,865 | 85,349 |
| 118 | Rate of Return | 5.64% | 5.13% | 6.18% | DEF | DEF |
| 119 | Net Income Before Extraordinary Items | $ 2,022,722 | $ 867,363 | $ 1,155,359 | $ 13,113 | (6,936) |
| 120 | Loss on Sale/Disposal of Tangible Property | (147,795) | (6,579) | (141,216) | (5,295) | (142) |
| 121 | Depreciation Amortization Expense | 2,252,223 | 1,124,839 | 1,127,384 | 1,730 | 1,598 |
| 122 | Net Increase in Deferred Income Taxes | 413,707 | 193,103 | 220,604 | 0 | 0 |
| 123 | Net Decr Parent's Share Sub Undist Income for the Year | (69,161) | (261) | (68,900) | (217) | (43) |
| 124 | Net Increase Noncurrent Portion Estimated Liabilities | 73,918 | 165,736 | (91,818) | (2,333) | 0 |
| 125 | Other | (105,751) | (131,872) | 26,121 | 0 | (2,723) |
| 126 | Disct Oper Extraord Items Adj Chg Acctg Princ | 28,904 | 32,020 | (3,116) | 0 | 0 |
| 127 | Total Working Capital from Operations | 4,468,767 | 2,244,349 | 2,224,418 | 6,998 | (8,246) |
| 128 | Proceeds from Issuance of Long Term Liabilities | 811,415 | 283,202 | 528,213 | 0 | 0 |
| 129 | Proceeds from Sale/Disposal of Carrier Operating Property | 578,672 | 233,597 | 345,075 | 5,541 | 2,446 |
| 130 | Proceeds from Sale/Disposal of Tangible Property | 37,670 | 3,297 | 34,373 | 0 | 2 |
| 131 | Proceeds from Sale/Repayment of Investment Advances | 330,527 | 285,619 | 44,908 | 0 | 147 |
| 132 | Net Decrease in Sinking Fund and Other Special Funds | 21,275 | 4,589 | 16,686 | 0 | 0 |
| 133 | Proceeds from Issuance of Capital Stock | 0 | 0 | 0 | 0 | 0 |
| 134 | Other | 148,729 | 87,828 | 60,901 | (12,945) | 4,921 |
| 135 | Working Capital from Sources Other than Operating | 1,928,288 | 898,132 | 1,030,156 | (7,404) | 7,516 |
| 136 | Total Sources of Working Capital | 6,397,055 | 3,142,481 | 3,254,574 | (406) | (730) |
| 137 | Acquired Retired Long-term Liabilities | 1,430,904 | 707,749 | 723,155 | 848 | 3,421 |
| 138 | Cash Dividends Declared | 1,231,366 | 515,603 | 715,763 | 0 | 10,132 |
| 139 | Purchase Price of Carrier Operating Property | 3,071,052 | 1,434,348 | 1,636,704 | 3,519 | 0 |
| 140 | Purchase Price of Other Tangible Property | 75,046 | 64,281 | 10,765 | 0 | 0 |
| 141 | Purchase Price of Long-term Investments and Advances | 140,522 | 36,963 | 103,559 | 0 | 0 |
| 142 | Net Increase in Sinking or Other Special Funds | 48,107 | 7,542 | 40,565 | 0 | 0 |
| 143 | Purchase Price of Treasury Stock | 5,992 | 5,992 | 0 | 0 | 0 |
| 144 | Other | 975,798 | 710,758 | 265,040 | 2,875 | 2,835 |
| 145 | Total Applications of Working Capital | 6,978,787 | 3,483,236 | 3,495,551 | 7,242 | 16,388 |
| 146 | Net Increase (Decrease) in Working Capital | (581,732) | (340,755) | (240,977) | (7,648) | (17,118) |
| 147 | Depreciation | 1,258,668 | 627,620 | 631,048 | 1,787 | 1,287 |
| 148 | All Other | 3,079,666 | 1,397,475 | 1,682,191 | 9,715 | 13,961 |
| 149 | Total Road | 4,338,334 | 2,025,095 | 2,313,239 | 11,502 | 15,248 |
| 150 | Locomotives | 1,916,944 | 754,749 | 1,162,195 | 7,671 | 6,279 |
| 151 | Depreciation | 339,932 | 153,966 | 185,966 | 85 | 189 |
| 152 | All other | 1,577,012 | 600,783 | 976,229 | 7,586 | 6,090 |
| 153 | Freight Cars | 3,386,241 | 1,794,984 | 1,591,257 | 23,921 | 21,788 |
| 154 | Depreciation | 490,269 | 256,438 | 235,831 | 93 | 100 |
| 155 | All other | 2,895,972 | 1,540,546 | 1,355,426 | 23,828 | 21,688 |
| 156 | Other Equipment | 790,349 | 340,652 | 449,697 | 3,140 | 1,381 |
| 157 | Depreciation | 159,638 | 85,722 | 73,916 | 0 | 22 |
| 158 | Total Equipment | 6,093,534 | 2,890,385 | 3,203,149 | 34,732 | 29,448 |

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| LINE | ITEM | US | EAST | WEST | B & M | D & H |
|---|---|---|---|---|---|---|
| | | | | ($ THOUSANDS) | | |
| 159 | Transportation Train Operations | $ 6,617,537 | $ 2,740,126 | $ 3,877,211 | $ 23,083 | 28,635 |
| 160 | Transportation Yard Operations | 2,296,543 | 1,204,806 | 1,091,737 | 5,621 | 5,615 |
| 161 | Transportation Train Yard Common | 110,388 | 47,992 | 62,396 | 16 | 418 |
| 162 | Special Service Operations | 534,873 | 300,346 | 234,527 | 469 | 48 |
| 163 | Administrative Support Operations | 821,381 | 381,063 | 440,318 | 3,539 | 701 |
| 164 | Total Transportation | 10,380,722 | 4,674,533 | 5,706,189 | 32,728 | 35,417 |
| 165 | General and Administrative | 3,065,526 | 1,618,714 | 1,446,812 | 11,568 | 5,148 |
| 166 | Total Railway Operating Expenses | 23,878,116 | 11,208,727 | 12,669,389 | 90,530 | 85,261 |
| 167 | Labor | 1,232,284 | 578,622 | 653,662 | 3,983 | 3,382 |
| 168 | Fringe Benefits | 486,666 | 213,710 | 272,956 | 1,816 | 2,087 |
| 169 | Materials and Supplies | 481,984 | 217,366 | 264,618 | 946 | 1,132 |
| 170 | Casualties and Insurance | 251,489 | 95,695 | 155,794 | 810 | 437 |
| 171 | Lease Rentals and Other Rents | 137,140 | 65,700 | 71,440 | 585 | 47 |
| 172 | Depreciation | 1,257,247 | 627,375 | 629,872 | 1,787 | 1,287 |
| 173 | All Other | 469,238 | 223,161 | 246,077 | 2,075 | 6,876 |
| 174 | Total Way Structures | 4,316,048 | 2,021,629 | 2,294,419 | 11,502 | 15,248 |
| 175 | Labor | 507,845 | 211,218 | 296,627 | 3,082 | 1,751 |
| 176 | Fringe Benefits | 200,994 | 81,152 | 119,842 | 1,578 | 1,042 |
| 177 | Materials and Supplies | 557,870 | 197,701 | 360,169 | 1,328 | 814 |
| 178 | Casualties and Insurance | 92,136 | 52,462 | 39,674 | 308 | 137 |
| 179 | Lease Rentals and Other Rents | 133,561 | 33,074 | 100,487 | (210) | 2,470 |
| 180 | Depreciation | 339,912 | 153,966 | 185,946 | 85 | 189 |
| 181 | All Other | 75,367 | 24,792 | 50,575 | 1,500 | (124) |
| 182 | Total Locomotives | 1,907,685 | 754,365 | 1,153,320 | 7,671 | 6,279 |
| 183 | Labor | 464,681 | 255,046 | 209,635 | 586 | 2,263 |
| 184 | Fringe Benefits | 182,491 | 96,369 | 86,122 | 301 | 935 |
| 185 | Material and Supplies | 414,975 | 206,240 | 208,735 | 597 | 1,094 |
| 186 | Casualties and Insurance | 142,767 | 86,729 | 56,038 | 865 | 1,043 |
| 187 | Lease Rentals and Other Rents | 1,723,140 | 906,168 | 816,972 | 21,887 | 17,675 |
| 188 | Depreciation | 490,269 | 254,438 | 235,831 | 93 | 100 |
| 189 | All Other | (32,082) | (10,006) | (22,076) | (408) | (1,322) |
| 190 | Total Freight Cars | 3,386,241 | 1,794,984 | 1,591,257 | 23,921 | 21,788 |
| 191 | Labor | 32,163 | 12,258 | 19,905 | 22 | (1) |
| 192 | Fringe Benefits | 14,578 | 6,882 | 7,696 | 11 | 0 |
| 193 | Materials and Supplies | 47,360 | 18,575 | 28,785 | (80) | 53 |
| 194 | Casualties and Insurance | 17,792 | 9,248 | 8,544 | 0 | 88 |
| 195 | Lease Rentals and Other Rents | 342,026 | 126,269 | 215,757 | 2,545 | 816 |
| 196 | Depreciation | 159,314 | 85,584 | 73,730 | 0 | 22 |
| 197 | All Other | 157,994 | 76,585 | 81,409 | 642 | 403 |
| 198 | Total Other Equipment | 771,227 | 335,401 | 435,826 | 3,140 | 1,381 |
| 199 | Labor | 3,071,406 | 1,334,308 | 1,737,098 | 7,815 | 12,972 |
| 200 | Fringe Benefits | 1,000,841 | 420,686 | 580,155 | 2,573 | 3,932 |
| 201 | Materials and Supplies | 103,752 | 43,966 | 59,786 | 213 | 419 |
| 202 | Locomotive Fuel and Power | 1,540,637 | 578,394 | 962,243 | 3,910 | 7,512 |
| 203 | Casualties and Insurance | 391,708 | 193,877 | 197,831 | 195 | 266 |
| 204 | Freight Loss and Damage | 13,131 | 2,740 | 10,391 | 708 | 208 |
| 205 | All Other | 439,400 | 158,443 | 280,957 | 7,669 | 3,326 |
| 206 | Total - Transp. Train | 6,560,875 | 2,732,414 | 3,828,461 | 23,083 | 28,635 |
| 207 | Labor | 1,455,628 | 771,452 | 684,176 | 2,727 | 3,198 |
| 208 | Fringe Benefits | 436,952 | 232,652 | 204,300 | 898 | 953 |
| 209 | Materials and Supplies | 23,461 | 12,625 | 10,836 | 287 | 90 |
| 210 | Locomotive Fuel and Power | 115,578 | 55,660 | 59,918 | 0 | 100 |
| 211 | Casualties and Insurance | 150,063 | 85,651 | 64,412 | 0 | 404 |

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| LINE | ITEM | US | EAST | WEST | B & M | D & H |
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| | | ( $ THOUSANDS ) | | | | |
| 212 | Freight Loss and Damage | $ 1,585 | $ 352 | $ 1,233 | $ 0 | $ 0 |
| 213 | All Other | 109,162 | 45,915 | 63,247 | 1,309 | 870 |
| 214 | Total - Transportation Yard | 2,292,429 | 1,204,307 | 1,088,122 | 5,621 | 5,615 |
| 215 | Labor | 14,526 | 3,512 | 11,014 | 0 | 0 |
| 216 | Fringe Benefits | 2,961 | 711 | 2,250 | 0 | 0 |
| 217 | Materials and Supplies | 3,325 | 951 | 2,374 | 21 | 0 |
| 218 | Freight Loss and Damage | 64,424 | 38,173 | 26,251 | 0 | 414 |
| 219 | All Other | 19,451 | 4,371 | 15,080 | (5) | 4 |
| 220 | Total Transp Train & Yard Common | 104,687 | 47,718 | 56,969 | 16 | 418 |
| 221 | Labor | 89,464 | 44,037 | 45,427 | 136 | 5 |
| 222 | Fringe Benefits | 32,744 | 16,604 | 16,140 | 43 | 2 |
| 223 | Materials and Supplies | 10,190 | 5,785 | 4,405 | 16 | 4 |
| 224 | Freight Loss and Damage | 904 | 263 | 641 | 0 | 0 |
| 225 | Casualties and Insurance | 8,363 | 6,037 | 2,326 | 0 | 0 |
| 226 | All Other | 393,208 | 227,620 | 165,588 | 274 | 37 |
| 227 | Total Special Service | 534,873 | 300,346 | 234,527 | 469 | 48 |
| 228 | Labor | 458,534 | 208,759 | 249,775 | 2,365 | 309 |
| 229 | Fringe Benefits | 165,783 | 90,247 | 75,536 | 782 | 195 |
| 230 | Materials and Supplies | 18,112 | 7,538 | 10,574 | 49 | 2 |
| 231 | Casualties and Insurance | 31,865 | 15,057 | 16,808 | 0 | 0 |
| 232 | All Other | 137,268 | 57,349 | 79,919 | 343 | 195 |
| 233 | Total Admin Support | 811,562 | 378,950 | 432,612 | 1,539 | 701 |
| 234 | Labor | 5,089,558 | 2,362,068 | 2,727,490 | 13,043 | 16,484 |
| 235 | Fringe Benefits | 1,639,281 | 760,900 | 878,381 | 4,296 | 5,082 |
| 236 | Materials and Supplies | 158,840 | 70,865 | 87,975 | 586 | 515 |
| 237 | Locomotive Fuel and Power | 1,656,215 | 634,054 | 1,022,161 | 3,910 | 7,612 |
| 238 | Casualties and Insurance | 581,999 | 300,622 | 281,377 | 195 | 670 |
| 239 | Freight Loss and Damage | 80,044 | 41,528 | 38,516 | 708 | 622 |
| 240 | All Other | 1,098,489 | 493,698 | 604,791 | 9,990 | 4,432 |
| 241 | Total Transportation | 10,304,426 | 4,663,735 | 5,640,691 | 32,728 | 35,417 |
| 242 | Labor | 1,054,255 | 500,424 | 553,831 | 3,757 | 1,012 |
| 243 | Fringe Benefits | 343,194 | 160,417 | 182,777 | 1,695 | 466 |
| 244 | Materials and Supplies | 38,374 | 17,093 | 21,281 | 358 | 26 |
| 245 | Casualties and Insurance | 38,627 | 5,570 | 33,057 | 27 | 1 |
| 246 | Property and Other Taxes (Excl Income and Payroll) | 430,769 | 187,744 | 243,025 | 1,311 | 1,386 |
| 247 | Public Relations and Advertising | 39,286 | 27,685 | 11,601 | 0 | 7 |
| 248 | All Other | 1,110,020 | 718,861 | 391,159 | 4,420 | 2,250 |
| 249 | Total General & Admin | 3,054,525 | 1,617,794 | 1,436,731 | 11,568 | 5,148 |
| 250 | Labor | 8,380,786 | 3,919,636 | 4,461,150 | 24,473 | 24,891 |
| 251 | Fringe Benefits | 2,867,204 | 1,319,430 | 1,547,774 | 9,697 | 9,612 |
| 252 | Materials and Supplies | 1,699,403 | 727,840 | 971,563 | 3,735 | 3,634 |
| 253 | Fuel and Power | 1,656,215 | 634,054 | 1,022,161 | 3,910 | 7,612 |
| 254 | Casualties and Insurance | 1,124,810 | 550,326 | 574,484 | 1,705 | 2,376 |
| 255 | Lease Rentals and Other Rents | 2,335,867 | 1,131,211 | 1,204,656 | 24,807 | 21,008 |
| 256 | Depreciation | 2,246,742 | 1,121,363 | 1,125,379 | 1,965 | 1,598 |
| 257 | Freight Loss and Damage | 80,044 | 41,528 | 38,516 | 708 | 622 |
| 258 | Property and Other Taxes (Excl Income and Payroll) | 430,769 | 187,744 | 243,025 | 1,311 | 1,386 |
| 259 | All Other | 2,918,312 | 1,554,776 | 1,363,536 | 18,219 | 12,522 |
| 260 | GRAND TOT FRT SERVICE EXPS | 23,740,152 | 11,187,908 | 12,552,244 | 90,530 | 85,261 |
| 261 | Total Income Taxes | 594,991 | 277,912 | 317,079 | 845 | 0 |
| 262 | Railroad Retirement | 1,625,436 | 765,375 | 860,061 | 5,897 | 4,865 |
| 263 | Supplemental Annuities | 123,963 | 56,178 | 67,785 | 405 | 544 |
| 264 | Medicare | 134,684 | 62,713 | 71,971 | 438 | 446 |

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | U S | EAST | WEST | B & M | D & H |
|---|---|---|---|---|---|---|
| | | ($ THOUSANDS) | | | | |
| 265 | Unemployment Insurance | $ 212,591 | $ 97,447 | $ 115,144 | $ 411 | $ 704 |
| 266 | Total Payroll Taxes | 2,096,674 | 981,713 | 1,114,961 | 7,151 | 6,559 |
| 267 | All Other United States Taxes | 2,255 | 942 | 1,313 | 0 | 0 |
| 268 | Federal Income Taxes | 594,991 | 277,912 | 317,079 | 845 | 0 |
| 269 | Other Federal Taxes | 0 | 0 | 0 | 0 | 0 |
| 270 | Total U.S. Govt Taxes | 2,693,920 | 1,260,567 | 1,433,353 | 7,996 | 6,559 |
| 271 | Other Than U.S. Government Taxes | 488,933 | 222,224 | 266,709 | 1,317 | 1,386 |
| 272 | Grand Total Railway Tax Accruals | 3,182,853 | 1,482,791 | 1,700,062 | 9,313 | 7,945 |
| 273 | Provision for Deferred Taxes | 369,871 | 150,240 | 219,631 | 0 | 0 |
| 274 | Private Line Cars | 1,244,504 | 570,411 | 674,093 | 2,192 | 7,254 |
| 275 | Per Diem Basis - Mileage | 101,353 | 70,551 | 30,802 | 2,204 | 1,910 |
| 276 | Per Diem Basis - Time | 253,324 | 184,322 | 69,002 | 12,219 | 6,211 |
| 277 | Total Equipment Rents | 1,599,181 | 825,284 | 773,897 | 16,615 | 15,375 |
| 278 | ICC Rate of Return(2) | 5.64% | 5.13% | 6.18% | DEF | DEF |
| 279 | Return on Shareholders' Equity | 8.05% | 6.68% | 9.60% | 24.90% | DEF |
| 280 | Current Ratio | 1 | 1.1 | 0.9 | 0.8 | 0.3 |
| 281 | Ratio of Cash Flow to Debt Due Within 1 Year | 4.6 | 4.2 | 5.1 | 14.5 | 1.3 |
| 282 | Ratio of Cash Flow to Total Long Term Debt | 0.6 | 0.6 | 0.5 | 4.8 | -0.3 |
| 283 | Days of Cash Operating Exp. in Net Working Capital | 0.6 | 14.2 | 11.3 | 33.4 | -213.5 |
| 284 | Fixed Charge Coverage (Times) | 4.3 | 4.4 | 4.2 | 35.9 | -0.8 |
| 285 | Debt Ratio | 24.48% | 20.43% | 28.47% | 4.96% | DEF |
| 286 | Debt/Equity Ratio | 32.41% | 25.67% | 39.81% | 5.22% | DEF |
| 287 | Ratio of Interest Exp. to Total outstanding Debt | 11.02% | 11.00% | 11.04% | 12.96% | 21.25% |
| 288 | Profit Margin | 10.31% | 8.89% | 11.53% | DEF | DEF |
| 289 | Rate of Return on Avg. Net Inv. (Before ITC Deduction) | N.A. | N.A. | N.A. | N.A. | N.A. |
| 290 | ICC Rate of Return(2) | 5.64% | 5.13% | 6.18% | DEF | DEF |
| 291 | Rate of Return on Total Capitalization (Pretax) | 11.86% | 10.51% | 13.19% | 23.06% | DEF |
| 292 | Rate of Return on Total Capitalization (After Tax) | 8.76% | 7.61% | 9.89% | 21.70% | DEF |
| 293 | Operating Ratio | 89.69% | 91.11% | 88.47% | 105.86% | 106.12% |
| 294 | Expense Ratio | 93.13% | 94.19% | 92.22% | 106.32% | 110.82% |
| 295 | Transp. Ratio - Train | 24.86% | 22.28% | 27.08% | 26.99% | 35.64% |
| 296 | Transp. Ratio - Yard | 8.63% | 9.79% | 7.62% | 6.57% | 6.99% |
| 297 | Maintenance of Road Ratio | 16.30% | 16.46% | 16.15% | 13.45% | 18.98% |
| 298 | Maintenance of Equip. Ratio | 22.89% | 23.49% | 22.37% | 40.61% | 36.65% |
| 299 | Freight Revenue per Mile of Road | $ 174,997 | $ 200,423 | $ 157,827 | $ 68,164 | $ 52,283 |
| 300 | Freight Expense per Mile of Road | 161,044 | 188,282 | 142,650 | 75,694 | 56,803 |
| 301 | Executives, Officials and Staff Assistants | 12,258 | 5,577 | 6,681 | 74 | 53 |
| 302 | Professional & Administrative | 44,286 | 21,226 | 23,060 | 166 | 58 |
| 303 | Maint. of Way and Structures | 50,597 | 22,441 | 28,156 | 157 | 221 |
| 304 | Maint. of Equip. and Stores | 47,070 | 23,162 | 23,908 | 163 | 135 |
| 305 | Transp. (Excl. Train and Eng.) | 16,194 | 8,513 | 7,681 | 60 | 95 |
| 306 | Transp. - Yard and Switching | 0 | 0 | 0 | 0 | 0 |
| 307 | Transportation - Train and Engine | 78,121 | 35,837 | 42,284 | 210 | 349 |
| 308 | Total | 248,526 | 116,756 | 131,770 | 830 | 911 |
| 309 | Executives, Officials and Staff Assistants | 681,062 | 314,973 | 366,089 | 3,301 | 2,160 |
| 310 | Professional & Administrative | 1,518,273 | 741,069 | 777,204 | 5,148 | 2,563 |
| 311 | Maint. of Way and Structures | 1,626,130 | 739,709 | 886,421 | 5,177 | 6,293 |
| 312 | Maint. of Equip. and Stores | 1,515,074 | 745,094 | 769,980 | 5,472 | 3,903 |
| 313 | Transp. (Exc. Train and Eng.) | 574,107 | 299,966 | 274,141 | 2,191 | 2,583 |
| 314 | Transp. - Yard and Switching | 0 | 0 | 0 | 0 | 0 |
| 315 | Transp. - Train and Engine | 3,458,824 | 1,504,833 | 1,953,991 | 8,449 | 11,706 |
| 316 | Total | 9,373,470 | 4,345,644 | 5,027,826 | 29,738 | 29,208 |
| 317 | Total Straight Time Paid | 7,456,545 | 3,445,052 | 4,011,493 | 22,820 | 23,359 |

SEE PAGE 16 FOR EXPLANATION OF FOOTNOTE.

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | U S | E A S T | W E S T | B & M | D & H |
|---|---|---|---|---|---|---|
| | | ( $ THOUSANDS ) | | | | |
| 318 | Total Overtime Paid | $ 533,886 | $ 263,258 | $ 270,628 | $ 3,141 | $ 2,430 |
| 319 | Tot. Vacation Holiday Other Allowances | 1,383,039 | 637,334 | 745,705 | 3,777 | 3,419 |
| 320 | Tot. Comp. Charged to Oper. Expense (Freight) | 8,380,786 | 3,919,636 | 4,461,150 | 24,473 | 24,891 |
| 321 | Tot. Straight Time Hrs. | 455,686 | 215,023 | 240,662 | 1,515 | 1,600 |
| 322 | Total Straight Time Hrs | 502,320 | 230,141 | 272,179 | 1,554 | 1,735 |
| 323 | Total Overtime Hours | 25,942 | 12,760 | 13,181 | 156 | 129 |
| 324 | Tot. Vac. Hol. Other | 92,013 | 44,346 | 47,667 | 284 | 285 |
| 325 | Total Hours Paid For | 620,275 | 287,247 | 333,028 | 1,994 | 2,149 |
| 326 | Total Hours Worked | 481,627 | 227,784 | 253,844 | 1,671 | 1,729 |
| 327 | Executives, Officials and Staff Assistants | 55,561 | 56,477 | 54,796 | 44,608 | 40,755 |
| 328 | Professional & Administrative | 34,283 | 34,913 | 33,704 | 31,012 | 44,190 |
| 329 | Maint. of Way and Structures | 32,139 | 32,962 | 31,482 | 32,975 | 28,475 |
| 330 | Maint. of Equip. and Stores | 32,188 | 32,169 | 32,206 | 33,571 | 28,911 |
| 331 | Transp. (Excl. Train and Eng.) | 35,452 | 35,236 | 35,691 | 36,517 | 27,189 |
| 332 | Transp. - Yard and Switching | 0 | 0 | 0 | 0 | 0 |
| 333 | Transportation - Train and Engine | 44,275 | 41,991 | 46,211 | 40,233 | 33,542 |
| 334 | Total | 37,716 | 37,220 | 38,156 | 35,829 | 32,061 |
| 335 | Miles of Road Operated | 147,414 | 59,421 | 87,993 | 1,196 | 1,501 |
| 336 | Miles of Second Main Track Operated | 20,529 | 10,926 | 9,603 | 291 | 512 |
| 337 | Miles of All Other Main Track Operated | 1,676 | 1,360 | 316 | 2 | 60 |
| 338 | Miles of Passing Tracks Crossovers Turnouts etc. Operated | 18,500 | 7,831 | 10,669 | 99 | 120 |
| 339 | Miles of Way Switching Tracks Operated | 20,488 | 9,611 | 10,877 | 144 | 34 |
| 340 | Miles of Yard Switching Tracks Operated | 40,805 | 22,721 | 18,084 | 280 | 194 |
| 341 | Total Miles of Track Operated | 249,412 | 111,870 | 137,542 | 2,012 | 2,421 |
| 342 | Miles of Road Operated (excl. Trackage Rights) | 132,220 | 53,572 | 78,648 | 865 | 567 |
| 343 | Miles of Track Operated (excl. Trackage Rights) | 220,518 | 98,537 | 121,981 | 1,340 | 898 |
| 344 | Treated Wood - New | 12,962,362 | 6,144,312 | 6,818,050 | 43,527 | 13,727 |
| 345 | Treated Wood - Second Hand | 1,317,347 | 795,893 | 521,454 | 0 | 49,184 |
| 346 | Untreated Wood - New | 0 | 0 | 0 | 0 | 0 |
| 347 | Untreated Wood - Second Hand | 0 | 0 | 0 | 0 | 0 |
| 348 | Other Than Wood - New | 333,735 | 32,544 | 301,191 | 0 | 0 |
| 349 | Other Than Wood - Second Hand | 0 | 0 | 0 | 0 | 0 |
| 350 | Total Ties Laid in Replacement | 14,613,444 | 6,972,749 | 7,640,695 | 43,527 | 62,911 |
| 351 | Switch & Bridge Ties Laid in Replacement (in Board Feet) | 45,235,597 | 24,115,786 | 21,119,811 | 19,972 | 76,110 |
| 352 | Average Crossties per Mile | 3,038 | 3,038 | 3,037 | 2,950 | 3,100 |
| 353 | Total Crossties in Maintained Track | 669,847,994 | 299,369,239 | 370,478,755 | 3,953,000 | 2,783,800 |
| 354 | Total GTM per Mile of Maintained Track (000) | 9,286 | 7,895 | 10,409 | 2,239 | 6,907 |
| 355 | Percent New Ties Laid in Replac. to total ties maintained track | 1.98% | 2.06% | 1.92% | 1.10% | 0.49% |
| 356 | No. New Crossties Replaced per Mile | 60 | 63 | 58 | 32 | 15 |
| 357 | Treated Wood - New | 153,491 | 84,012 | 69,479 | 0 | 0 |
| 358 | Treated Wood - Second Hand | 1,259 | 132 | 1,127 | 0 | 0 |
| 359 | Untreated Wood - New | 0 | 0 | 0 | 0 | 0 |
| 360 | Untreated Wood - Second Hand | 0 | 0 | 0 | 0 | 0 |
| 361 | Other Than Wood - New | 230 | 230 | 0 | 0 | 0 |
| 362 | Other Than Wood - Second Hand | 0 | 0 | 0 | 0 | 0 |
| 363 | Total Ties Laid in Additional Track | 154,980 | 84,374 | 70,606 | 0 | 0 |
| 364 | Total Switch and Bridge Ties Laid in Addit. Track (Board Ft) | 1,426,122 | 982,184 | 443,938 | 0 | 0 |
| 365 | New Rail - Miles | 3,251 | 791 | 2,460 | 0 | 0 |
| 366 | New Rail - Tons | 374,661 | 91,820 | 282,841 | 0 | 0 |
| 367 | Relay Rail - Miles | 5,844 | 2,940 | 2,905 | 6 | 73 |
| 368 | Relay Rail - Tons | 652,556 | 313,348 | 339,208 | 0 | 6,668 |
| 369 | Tons of New Rail - Running, etc. | 1,419 | 383 | 1,036 | 0 | 0 |
| 370 | Tons of Relay Rail - Running, etc. | 2,407 | 136 | 2,271 | 0 | 0 |

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | US | EAST | WEST | B & M | D & H |
|---|---|---|---|---|---|---|
| | | ($ THOUSANDS) | | | | |
| 371 | Tons of New Rail - Yard, etc. | 1,202 | 1,035 | 167 | 0 | 0 |
| 372 | Tons of Relay Rail - Yard, etc. | 6,285 | 4,110 | 2,175 | 0 | 0 |
| 373 | Avg. Wt. of Rail (Lbs. per Yard) | 116 | 119 | 0 | 104 | 0 |
| 374 | Total Track Miles of Welded Rail Installed to Date(3) | 65,476 | 32,986 | 32,490 | 0 | 272 |
| 375 | Communications Systems | $ 32,219 | $ 19,398 | $ 12,821 | $ 82 | $ 88 |
| 376 | Signals and Interlockers | 140,789 | 81,767 | 59,022 | 103 | 174 |
| 377 | All Other Road | 2,140,944 | 916,735 | 1,224,209 | 2,981 | 9,176 |
| 378 | Total Road | 2,313,952 | 1,017,900 | 1,296,052 | 3,166 | 9,438 |
| 379 | Locomotives | 232,840 | 83,205 | 149,635 | 142 | 90 |
| 380 | Freight Cars | 177,832 | 100,382 | 77,450 | 0 | 604 |
| 381 | Other Equipment | 246,181 | 124,939 | 121,242 | 11 | 0 |
| 382 | Total Equipment | 656,853 | 308,526 | 348,327 | 153 | 694 |
| 383 | Total Road and Equipment | 2,970,805 | 1,326,426 | 1,644,379 | 3,319 | 10,132 |
| 384 | Excess of Cash Flow Over Capital Expenditures | 1,633,673 | 848,309 | 785,364 | 11,362 | (15,513) |
| 385 | Diesel - Electric | 19,647 | 8,739 | 10,908 | 170 | 119 |
| 386 | Electric | 0 | 0 | 0 | 0 | 0 |
| 387 | Other | 266 | 178 | 88 | 1 | 0 |
| 388 | Total In Service | 19,913 | 8,917 | 10,996 | 171 | 119 |
| 389 | Units Owned and Used | 14,950 | 6,735 | 8,215 | 151 | 43 |
| 390 | Units Leased | 4,963 | 2,182 | 2,781 | 20 | 76 |
| 391 | Diesel-Electric | 50,073,053 | 21,715,450 | 28,357,603 | 362,950 | 264,450 |
| 392 | Electric | 0 | 0 | 0 | 0 | 0 |
| 393 | Diesel-Electric | 2,549 | 2,485 | 2,600 | 2,135 | 2,222 |
| 394 | Electric | 0 | 0 | 0 | 0 | 0 |
| 395 | Diesel-Electric | 120 | 26 | 94 | 0 | 0 |
| 396 | Electric | 0 | 0 | 0 | 0 | 0 |
| 397 | Other | 11 | 11 | 0 | 0 | 0 |
| 398 | Total | 131 | 37 | 94 | 0 | 0 |
| 399 | Diesel-Electric | 108 | 10 | 98 | 0 | 0 |
| 400 | Electric | 0 | 0 | 0 | 0 | 0 |
| 401 | Other | 2 | 0 | 2 | 0 | 0 |
| 402 | Total | 110 | 10 | 100 | 0 | 0 |
| 403 | Diesel-Electric | 1,521 | 1,364 | 157 | 0 | 0 |
| 404 | Electric | 0 | 0 | 0 | 0 | 0 |
| 405 | Other | 11 | 11 | 0 | 0 | 0 |
| 406 | Total | 1,532 | 1,375 | 157 | 0 | 0 |
| 407 | Diesel-Electric | 2,892 | 2,045 | 847 | 0 | 14 |
| 408 | Electric | 0 | 0 | 0 | 0 | 0 |
| 409 | Other | 13 | 0 | 13 | 0 | 0 |
| 410 | Total | 2,905 | 2,045 | 860 | 0 | 14 |
| 411 | Box - PL. 40' | 1,921 | 399 | 1,522 | 58 | 46 |
| 412 | Box - PL. 50' | 61,996 | 26,520 | 35,476 | 1,101 | 799 |
| 413 | Box - Equipped | 92,757 | 60,483 | 32,274 | 228 | 662 |
| 414 | Gondola - Plain | 67,801 | 44,546 | 23,255 | 100 | 253 |
| 415 | Gondola - Equipped | 21,471 | 12,609 | 8,862 | 0 | 339 |
| 416 | Covered Hopper | 141,333 | 55,153 | 86,180 | 190 | 401 |
| 417 | Open Hopper - General Service | 182,413 | 148,478 | 33,935 | 146 | 697 |
| 418 | Open Hopper - Special Service | 18,660 | 12,842 | 5,818 | 0 | 0 |
| 419 | Refrigerator - Mechanical | 5,201 | 41 | 5,160 | 0 | 1 |
| 420 | Refrigerator - Non Mechanical | 23,669 | 6,632 | 17,037 | 0 | 117 |
| 421 | Flat TOFC/COFC | 10,457 | 3,200 | 7,257 | 0 | 1 |
| 422 | Flat Multi-Level | 13,616 | 6,624 | 6,992 | 0 | 0 |
| 423 | Flat General Service | 7,256 | 2,787 | 4,469 | 39 | 43 |

SEE PAGE 16 FOR EXPLANATION OF FOOTNOTE.

(R)

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | US | EAST | WEST | B & M | D & H |
|---|---|---|---|---|---|---|
| | | ( $ THOUSANDS ) | | | | |
| 424 | Flat All Other | 17,864 | 5,215 | 12,649 | 13 | 35 |
| 425 | All Other Types | 14,700 | 10,931 | 3,769 | 0 | 4 |
| 426 | Total Freight Cars in Service | 681,115 | 396,460 | 284,655 | 1,875 | 3,398 |
| 427 | Owned | 548,392 | 314,578 | 233,814 | 480 | 1,037 |
| 428 | Leased | 132,723 | 81,882 | 50,841 | 1,395 | 2,361 |
| 429 | Caboose Cars | 7,707 | 4,493 | 3,214 | 67 | 67 |
| 430 | Total Cars in Service | 688,822 | 400,953 | 287,869 | 1,942 | 3,465 |
| 431 | Box - PL 40' | 105,215 | 21,594 | 83,621 | 2,900 | 2,552 |
| 432 | Box - PL 50' | 4,749,204 | 1,990,046 | 2,759,158 | 75,212 | 57,652 |
| 433 | Box Equipped | 6,886,108 | 4,384,535 | 2,501,573 | 16,767 | 51,640 |
| 434 | Gondola - Plain | 5,997,009 | 3,875,266 | 2,121,743 | 10,000 | 17,979 |
| 435 | Gondola - Equipped | 1,989,340 | 1,167,409 | 821,931 | 0 | 28,413 |
| 436 | Covered Hopper | 13,757,315 | 5,382,958 | 8,374,357 | 18,393 | 37,633 |
| 437 | Open Hopper - General Service | 17,271,691 | 13,993,683 | 3,280,008 | 10,674 | 68,150 |
| 438 | Open Hopper - Special Service | 1,624,614 | 1,116,213 | 508,401 | 0 | 0 |
| 439 | Refrigerator - Mechanical | 342,713 | 2,632 | 340,081 | 0 | 70 |
| 440 | Refrigerator - Non Mechanical | 1,722,047 | 462,385 | 1,259,662 | 0 | 9,009 |
| 441 | Flat TOFC/COFC | 675,162 | 194,651 | 480,511 | 0 | 77 |
| 442 | Flat Multi Level | 565,805 | 317,094 | 248,711 | 0 | 0 |
| 443 | Flat General Service | 525,776 | 197,348 | 328,428 | 1,950 | 3,284 |
| 444 | Flat All Other | 1,477,522 | 435,794 | 1,041,728 | 650 | 3,781 |
| 445 | All Other Types | 1,311,486 | 815,252 | 482,234 | 0 | 240 |
| 446 | Total Freight Car Capacity | 59,003,027 | 34,356,880 | 24,632,647 | 116,546 | 280,280 |
| 447 | Box - PL 40' | 55 | 54 | 55 | 50 | 55 |
| 448 | Box - PL 50' | 77 | 75 | 78 | 68 | 72 |
| 449 | Box - Equipped | 74 | 72 | 78 | 74 | 78 |
| 450 | Gondola - Plain | 88 | 87 | 91 | 100 | 71 |
| 451 | Gondola - Equipped | 93 | 93 | 93 | 0 | 84 |
| 452 | Covered Hopper | 97 | 98 | 97 | 97 | 94 |
| 453 | Open Hopper - General Service | 95 | 94 | 97 | 73 | 98 |
| 454 | Open Hopper - Special Service | 87 | 87 | 87 | 0 | 0 |
| 455 | Refrigerator - Mechanical | 66 | 64 | 66 | 0 | 70 |
| 456 | Refrigerator - Non Mechanical | 73 | 70 | 74 | 0 | 77 |
| 457 | Flat TOFC/COFC | 65 | 61 | 66 | 0 | 77 |
| 458 | Flat Multi Level | 42 | 48 | 36 | 0 | 0 |
| 459 | Flat General Service | 72 | 71 | 73 | 50 | 76 |
| 460 | Flat All Other | 84 | 84 | 82 | 50 | 108 |
| 461 | All Other Types | 88 | 75 | 128 | 0 | 60 |
| 462 | Avg Freight Car Capacity | 87 | 87 | 87 | 73 | 82 |
| 463 | Box - PL 40' | 0 | 0 | 0 | 0 | 0 |
| 464 | Box - PL 50' | 1 | 0 | 1 | 0 | 0 |
| 465 | Box - Equipped | 93 | 50 | 43 | 0 | 0 |
| 466 | Gondola - Plain | 382 | 0 | 382 | 0 | 0 |
| 467 | Gondola - Equipped | 0 | 0 | 0 | 0 | 0 |
| 468 | Covered Hopper | 585 | 50 | 535 | 0 | 0 |
| 469 | Open Hopper - General Service | 289 | 200 | 89 | 0 | 0 |
| 470 | Open Hopper - Special Service | 0 | 0 | 0 | 0 | 0 |
| 471 | Refrigerator - Mechanical | 0 | 0 | 0 | 0 | 0 |
| 472 | Refrigerator - Non Mechanical | 0 | 0 | 0 | 0 | 0 |
| 473 | Flat TOFC/COFC | 126 | 0 | 126 | 0 | 0 |
| 474 | Flat Multi Level | 127 | 20 | 107 | 0 | 0 |
| 475 | Flat General Service | 1 | 0 | 1 | 0 | 0 |
| 476 | Flat All Other | 608 | 200 | 408 | 0 | 0 |

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | US | EAST | WEST | B&M | D&H |
|---|---|---|---|---|---|---|
| | | ($ THOUSANDS) | | | | |
| 477 | All Other Types | 4 | 0 | 4 | 0 | 0 |
| 478 | Total New Freight Cars Installed (Excluding Cabooses) | 2,222 | 520 | 1,702 | 0 | 0 |
| 479 | Box - PL 40' | 0 | 0 | 0 | 0 | 0 |
| 480 | Box - PL 50' | 0 | 0 | 0 | 0 | 0 |
| 481 | Box - Equipped | 40 | 40 | 0 | 0 | 0 |
| 482 | Gondola - Plain | 0 | 0 | 0 | 0 | 0 |
| 483 | Gondola - Equipped | 0 | 0 | 0 | 0 | 0 |
| 484 | Covered Hopper | 2 | 0 | 2 | 0 | 0 |
| 485 | Open Hopper - General Service | 318 | 318 | 0 | 0 | 0 |
| 486 | Open Hopper - Special Service | 0 | 0 | 0 | 0 | 0 |
| 487 | Refrigerator - Mechanical | 0 | 0 | 0 | 0 | 0 |
| 488 | Refrigerator - Non Mechanical | 0 | 0 | 0 | 0 | 0 |
| 489 | Flat TOFC/COFC | 26 | 26 | 0 | 0 | 0 |
| 490 | Flat Multi Level | 0 | 0 | 0 | 0 | 0 |
| 491 | Flat General Service | 0 | 0 | 0 | 0 | 0 |
| 492 | Flat All Other | 1 | 1 | 0 | 0 | 0 |
| 493 | All Other Types | 1 | 0 | 1 | 0 | 0 |
| 494 | Total Rebuilt Freight Cars Installed | 388 | 385 | 3 | 0 | 0 |
| 495 | Box - PL 40' | 0 | 0 | 0 | 0 | 0 |
| 496 | Box - PL 50' | 630 | 224 | 406 | 0 | 0 |
| 497 | Box - Equipped | 3,771 | 3,472 | 299 | 0 | 297 |
| 498 | Gondola - Plain | 2,402 | 1,475 | 927 | 0 | 0 |
| 499 | Gondola - Equipped | 2,285 | 508 | 1,777 | 0 | 1 |
| 500 | Covered Hopper | 6,053 | 4,850 | 1,203 | 0 | 0 |
| 501 | Open Hopper - General Service | 4,858 | 4,365 | 493 | 0 | 0 |
| 502 | Open Hopper - Special Service | 1,495 | 1,245 | 250 | 0 | 0 |
| 503 | Refrigerator - Mechanical | 287 | 0 | 287 | 0 | 0 |
| 504 | Refrigerator - Non Mechanical | 1,323 | 491 | 832 | 0 | 34 |
| 505 | Flat TOFC/COFC | 565 | 209 | 356 | 0 | 0 |
| 506 | Flat Multi-Level | 870 | 321 | 549 | 0 | 0 |
| 507 | Flat General Service | 157 | 96 | 61 | 0 | 0 |
| 508 | Flat All Other | 314 | 212 | 102 | 0 | 0 |
| 509 | All Other Types | 110 | 48 | 62 | 0 | 0 |
| 510 | Total Other Freight Cars Installed | 25,120 | 17,516 | 7,604 | 0 | 332 |
| 511 | Box - PL 40' | 889 | 412 | 477 | 0 | 1 |
| 512 | Box - PL 50' | 8,214 | 3,727 | 4,487 | 0 | 18 |
| 513 | Box - Equipped | 9,007 | 6,053 | 2,954 | 0 | 190 |
| 514 | Gondola - Plain | 9,079 | 5,347 | 3,732 | 0 | 36 |
| 515 | Gondola - Equipped | 795 | 221 | 574 | 0 | 2 |
| 516 | Covered Hopper | 8,106 | 3,850 | 4,256 | 0 | 5 |
| 517 | Open Hopper - General Service | 18,462 | 16,809 | 1,653 | 0 | 4 |
| 518 | Open Hopper - Special Service | 1,464 | 1,345 | 119 | 0 | 0 |
| 519 | Refrigerator - Mechanical | 476 | 0 | 476 | 0 | 0 |
| 520 | Refrig. - Non-Mechanical | 2,504 | 697 | 1,807 | 25 | 3 |
| 521 | Flat TOFC/COFC | 397 | 9 | 388 | 0 | 0 |
| 522 | Flat Multi-Level | 323 | 59 | 264 | 0 | 0 |
| 523 | Flat General Service | 1,063 | 434 | 629 | 0 | 0 |
| 524 | Flat All Other | 1,161 | 682 | 479 | 0 | 0 |
| 525 | All Other Types | 1,960 | 1,181 | 779 | 0 | 0 |
| 526 | Total Freight Cars Retired (Excluding Cabooses) | 63,900 | 40,826 | 23,074 | 25 | 265 |
| 527 | Average miles of road operated (Freight) | 147,566 | 59,471 | 88,095 | 1,244 | 1,501 |
| 528 | Total carloads originated(4) | 20,602,204 | 11,036,328 | 9,565,876 | 0 | 15,958 |
| 529 | Total tons originated | 1,372,261,671 | 745,635,633 | 626,626,038 | 0 | 937,310 |

SEE PAGE 16 FOR EXPLANATION OF FOOTNOTE.

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | US | EAST | WEST | B & M | D & H |
|---|---|---|---|---|---|---|
| | | (THOUSANDS) | | | | |
| 530 | Revenue tons carried (000) | 1,944,517 | 993,866 | 950,651 | 9,890 | 8,394 |
| 531 | Gross ton miles (excl loco ) (000) | 1,856,429,253 | 719,347,029 | 1,137,082,224 | 2,781,317 | 5,712,634 |
| 532 | Train miles | 360,692,593 | 135,526,253 | 225,166,340 | 719,739 | 1,361,646 |
| 533 | Grain (inc soybeans)(5) | 1,593,623 | 395,585 | 1,198,038 | 0 | 1,946 |
| 534 | Other farm products | 313,577 | 123,781 | 189,796 | 0 | 1 |
| 535 | Metallic ores | 494,269 | 221,991 | 272,278 | 0 | 2,597 |
| 536 | Coal | 5,429,671 | 3,627,090 | 1,802,581 | 0 | 19 |
| 537 | Crushed stone gravel and sand | 711,147 | 469,696 | 241,451 | 0 | 114 |
| 538 | Non metallic minerals | 476,502 | 325,486 | 151,016 | 0 | 2 |
| 539 | Grain mill products | 626,034 | 312,388 | 313,646 | 0 | 2,910 |
| 540 | Food and kindred products | 699,751 | 231,528 | 468,223 | 0 | 9 |
| 541 | Primary forest products | 508,783 | 367,056 | 141,727 | 0 | 439 |
| 542 | Lumber and wood products | 476,986 | 120,045 | 356,941 | 0 | 21 |
| 543 | Pulp paper and allied | 661,181 | 397,127 | 264,054 | 0 | 2,553 |
| 544 | Chemicals and allied products | 1,419,887 | 605,605 | 814,282 | 0 | 355 |
| 545 | Petroleum products | 248,324 | 90,632 | 157,692 | 0 | 2,237 |
| 546 | Stone clay and glass | 559,731 | 314,146 | 245,585 | 0 | 1,240 |
| 547 | Coke | 261,675 | 189,563 | 72,112 | 0 | 0 |
| 548 | Metals and products | 451,449 | 309,578 | 141,871 | 0 | 20 |
| 549 | Motor vehicles and equipment | 1,031,445 | 766,994 | 264,451 | 0 | 150 |
| 550 | Waste and scrap material | 440,255 | 279,327 | 160,928 | 0 | 527 |
| 551 | Forwarder and shipper assn traffic | 199,098 | 39,225 | 159,873 | 0 | 0 |
| 552 | All other | 3,998,816 | 1,849,485 | 2,149,331 | 0 | 818 |
| 553 | Total carloads originated | 20,602,204 | 11,036,328 | 9,565,876 | 0 | 15,958 |
| 554 | Grain (inc soybeans) | 151,245,722 | 38,204,129 | 113,041,593 | 0 | 188,806 |
| 555 | Other farm prod | 11,676,663 | 3,530,355 | 8,146,308 | 0 | 60 |
| 556 | Metallic ores | 44,873,870 | 19,751,495 | 25,122,375 | 0 | 235,241 |
| 557 | Coal | 523,254,097 | 342,894,690 | 180,359,407 | 0 | 1,668 |
| 558 | Crushed stone gravel and | 66,900,208 | 44,773,640 | 22,126,568 | 0 | 7,260 |
| 559 | Non metallic minerals | 42,480,375 | 29,013,367 | 13,467,008 | 0 | 85 |
| 560 | Grain mill products | 44,052,592 | 22,311,763 | 21,740,829 | 0 | 161,780 |
| 561 | Food and kindred products | 37,379,183 | 11,052,081 | 26,327,102 | 0 | 518 |
| 562 | Primary forest products | 36,937,895 | 27,335,267 | 9,602,628 | 0 | 16,253 |
| 563 | Lumber and wood products | 29,834,248 | 7,969,673 | 21,864,575 | 0 | 1,055 |
| 564 | Pulp paper and allied prod | 35,893,608 | 21,303,227 | 14,590,381 | 0 | 86,428 |
| 565 | Chemicals and allied prod | 116,457,070 | 48,422,048 | 68,035,022 | 0 | 30,565 |
| 566 | Petroleum products | 17,954,005 | 6,286,346 | 11,667,659 | 0 | 27,618 |
| 567 | Stone clay and glass prod | 44,353,100 | 24,584,153 | 19,768 947 | 0 | 103,310 |
| 568 | Coke | 16,341,469 | 10,601,453 | 5,740,016 | 0 | 0 |
| 569 | Metals and products | 34,006,428 | 24,001,083 | 10,005,345 | 0 | 1,231 |
| 570 | Motor vehicles and equip | 22,819,355 | 17,376,938 | 5,442,417 | 0 | 3,326 |
| 571 | Waste and scrap materials | 28,257,571 | 17,853,594 | 10,403,977 | 0 | 31,829 |
| 572 | Forwarder and shipper assn traffic | 3,221,298 | 599,517 | 2,621,781 | 0 | 0 |
| 573 | All other | 64,250,126 | 27,722,729 | 36,527,397 | 0 | 40,277 |
| 574 | Total tons orig in carload shipments | 1,372,188,883 | 745,587,548 | 626,601,335 | 0 | 937,310 |
| 575 | Less than carload shipments | 72,788 | 48,085 | 24,703 | 0 | 0 |
| 576 | Grand Total Tons Originated | 1,372,261,671 | 745,635,633 | 626,626,038 | 0 | 937,310 |
| 577 | Grain (incl soybeans) | $ 1,852,638 | $ 398,045 | $ 1,454,592 | $ 0 | $ 2,952 |
| 578 | Other farm products | 393,464 | 116,127 | 277,337 | 0 | 176 |
| 579 | Metallic ores | 347,600 | 167,208 | 180,392 | 0 | 2,461 |
| 580 | Coal | 6,096,609 | 3,490,389 | 2,606,219 | 0 | 5,386 |
| 581 | Crushed stone gravel and | 449,630 | 257,115 | 192,515 | 0 | 151 |
| 582 | Non metallic minerals | 404,904 | 177,276 | 227,628 | 9 | 2,091 |

SEE PAGE 16 FOR EXPLANATION OF FOOTNOTE.

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE RM AND DR FOR 1987

| LINE | ITEM | U S | E A S T | W E S T | B & M | D & H |
|---|---|---|---|---|---|---|
| | | | | ( S T H O U S A N D S ) | | |
| 583 | Grain mill products | $ 847,925 | $ 406,516 | $ 441,410 | $ 0 | $ 6,097 |
| 584 | Food and kindred products | 1,323,237 | 415,167 | 907,890 | 0 | 1,784 |
| 585 | Primary forest products | 292,208 | 175,693 | 116,515 | 0 | 116 |
| 586 | Lumber and wood products | 1,367,891 | 391,156 | 976,735 | 0 | 7,459 |
| 587 | Pulp paper and allied prod | 1,541,890 | 854,299 | 687,591 | 0 | 18,597 |
| 588 | Chemicals and allied prod | 3,501,511 | 1,545,655 | 1,955,856 | 0 | 7,871 |
| 589 | Petroleum products | 552,778 | 194,568 | 358,210 | 0 | 877 |
| 590 | Stone clay and glass prod | 913,902 | 523,381 | 390,521 | 0 | 11,462 |
| 591 | Coke | 232,074 | 140,741 | 91,333 | 0 | 365 |
| 592 | Metals and products | 900,160 | 464,841 | 435,319 | 0 | 1,012 |
| 593 | Motor vehicles and equip | 2,804,439 | 1,497,376 | 1,307,063 | 0 | 4,902 |
| 594 | Waste and scrap materials | 473,714 | 269,241 | 204,473 | 0 | 2,093 |
| 595 | Forwarder and shipper assn traffic | 187,127 | 21,190 | 165,937 | 0 | 9 |
| 596 | All other | 3,168,766 | 1,137,028 | 2,031,738 | 0 | 6,874 |
| 597 | Total Carload Revenue | 27,652,468 | 12,643,192 | 15,009,275 | 0 | 82,741 |
| 598 | Less than carload revenue | 4,759 | 2,482 | 2,277 | 0 | 1 |
| 599 | Total Gross Frt Revenue | 27,657,227 | 12,645,675 | 15,011,552 | 0 | 82,743 |
| 600 | Revenue per ton originated | 20 15 | 16 96 | 23 96 | 0 00 | 88 28 |
| 601 | Tons originated per carload | 67 | 68 | 66 | 0 | 59 |
| 602 | Grain (incl soybeans) | 11 02% | 5 12% | 18 04% | 0 00% | 20 14% |
| 603 | Other farm prod | 0 85% | 0 47% | 1 30% | 0 00% | 0 01% |
| 604 | Metallic ores | 3 27% | 2 65% | 4 01% | 0 00% | 25 10% |
| 605 | Coal | 38 13% | 45 99% | 28 78% | 0 00% | 0 18% |
| 606 | Crushed stone gravel and | 4 88% | 6 00% | 3 53% | 0 00% | 0 77% |
| 607 | Non metallic minerals | 3 10% | 3 89% | 2 15% | 0 00% | 0 01% |
| 608 | Grain mill products | 3 21% | 2 99% | 3 47% | 0 00% | 17 26% |
| 609 | Food and kindred products | 2 72% | 1 48% | 4 20% | 0 00% | 0 06% |
| 610 | Primary forest products | 2 69% | 3 67% | 1 53% | 0 00% | 1 73% |
| 611 | Lumber and wood products | 2 17% | 1 07% | 3 49% | 0 00% | 0 11% |
| 612 | Pulp paper and allied prod | 2 62% | 2 86% | 2 38% | 0 00% | 9 22% |
| 613 | Chemicals and allied prod | 8 49% | 6 49% | 10 86% | 0 00% | 3 26% |
| 614 | Petroleum products | 1 31% | 0 84% | 1 86% | 0 00% | 2 95% |
| 615 | Stone clay and glass prod | 3 23% | 3 30% | 3 15% | 0 00% | 11 02% |
| 616 | Coke | 1 19% | 1 42% | 0 92% | 0 00% | 0 00% |
| 617 | Metals and products | 2 48% | 3 22% | 1 60% | 0 00% | 0 13% |
| 618 | Motor vehicles and equip | 1 66% | 2 33% | 0 87% | 0 00% | 0 35% |
| 619 | Waste and scrap materials | 2 06% | 2 39% | 1 66% | 0 00% | 3 40% |
| 620 | Forwarder and shipper assn traffic | 0 23% | 0 08% | 0 42% | 0 00% | 0 00% |
| 621 | All other | 4 68% | 3 72% | 5 83% | 0 00% | 4 30% |
| 622 | Total tons orig in carload shipments | 99 99% | 99 99% | 100 00% | 0 00% | 100 00% |
| 623 | Less than carload shipments | 0 01% | 0 01% | 0 00% | 0 00% | 0 00% |
| 624 | Grand Total Tons Originated | 100 00% | 100 00% | 100 00% | 0 00% | 100 00% |
| 625 | Grain (incl soybeans) | 6 70% | 3 15% | 9 69% | 0 00% | 3 57% |
| 626 | Other farm products | 1 42% | 0 92% | 1 85% | 0 00% | 0 21% |
| 627 | Metallic ores | 1 26% | 1 32% | 1 20% | 0 00% | 2 97% |
| 628 | Coal | 22 04% | 27 60% | 17 36% | 0 00% | 6 51% |
| 629 | Crushed stone gravel and | 1 63% | 2 03% | 1 28% | 0 00% | 0 18% |
| 630 | Non metallic minerals | 1 46% | 1 [illegible] | 1 52% | 0 00% | 2 53% |
| 631 | Grain mill products | 3 07% | 3 21% | 2 94% | 0 00% | 7 37% |
| 632 | Food and kindred products | 4 78% | 3 28% | 6 05% | 0 00% | 2 16% |
| 633 | Primary forest products | 1 06% | 1 39% | 0 78% | 0 00% | 0 14% |
| 634 | Lumber and wood products | 4 95% | 3 09% | 6 51% | 0 00% | 9 01% |
| 635 | Pulp paper and allied prod | 5 58% | 6 76% | 4 58% | 0 00% | 22 48% |

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | US | EAST | WEST | B&M | D&H |
|---|---|---|---|---|---|---|
| | | | | (THOUSANDS) | | |
| 646 | Chemicals and allied prod | 12.66% | 12.22% | 13.03% | 0.00% | 9.51% |
| 647 | Petroleum products | 2.00% | 1.56% | 2.39% | 0.00% | 1.06% |
| 648 | Stone clay and glass prod | 3.30% | 4.14% | 2.60% | 0.00% | 11.85% |
| 649 | Coke | 0.84% | 1.11% | 0.61% | 0.00% | 0.44% |
| 650 | Metals and products | 3.25% | 3.68% | 2.90% | 0.00% | 1.22% |
| 651 | Motor vehicles and equip | 10.14% | 11.84% | 8.71% | 0.00% | 5.92% |
| 652 | Waste and scrap materials | 1.71% | 2.13% | 1.36% | 0.00% | 2.53% |
| 653 | Forwarder and shipper assn traffic | 0.58% | 0.17% | 1.11% | 0.00% | 0.01% |
| 654 | All other | 11.46% | 8.99% | 13.51% | 0.00% | 8.31% |
| 655 | Total Carload Revenue | 99.98% | 99.98% | 99.98% | 0.00% | 100.00% |
| 656 | Less than carload revenue | 0.02% | 0.02% | 0.02% | 0.00% | 0.00% |
| 657 | Grand Total Gross Freight | 100.00% | 100.00% | 100.00% | 0.00% | 100.00% |
| 658 | Average Miles of Road Operated in Freight Service | 147,566 | 59,471 | 88,095 | 1,244 | 1,501 |
| 659 | Freight Train Miles Loco Propelled | 360,692,593 | 135,526,253 | 225,166,340 | 719,719 | 1,163,646 |
| 660 | Total Freight Train Miles | 360,692,593 | 135,526,253 | 225,166,340 | 719,719 | 1,163,646 |
| 661 | Freight Road Service | 1,115,547,405 | 377,371,176 | 738,176,229 | 1,787,849 | 1,984,478 |
| 662 | Freight Train Switching | 31,965,337 | 13,774,615 | 18,190,722 | 89,518 | 87,260 |
| 663 | Freight Yard Switching | 101,706,981 | 50,680,576 | 51,026,407 | 134,626 | 58,173 |
| 664 | Tot Frt Loco Unit Miles | 1,249,219,723 | 441,826,365 | 807,393,358 | 2,012,013 | 4,129,911 |
| 665 | Loaded | 12,976,785 | 5,551,495 | 7,425,290 | 21,014 | 20,676 |
| 666 | Empty | 8,788,376 | 4,285,682 | 4,502,694 | 24,169 | 45,861 |
| 667 | Work Equipment and No Payment | 3,862,318 | 473,261 | 3,389,057 | 1,691 | 1,400 |
| 668 | Total | 25,627,489 | 10,310,438 | 15,317,051 | 48,874 | 67,939 |
| 669 | Box PL 40' | 11,817 | 7,345 | 4,472 | 2,776 | 57 |
| 670 | Box PL 50' | 1,128,515 | 447,747 | 680,768 | 4,363 | 7,016 |
| 671 | Box Equipped | 917,661 | 484,092 | 433,569 | 2,268 | 2,215 |
| 672 | Gondola - Plain | 433,579 | 218,101 | 215,478 | 502 | 167 |
| 673 | Gondola - Equipped | 172,422 | 78,404 | 94,018 | 133 | 99 |
| 674 | Covered Hopper | 1,904,739 | 687,204 | 1,217,535 | 1,779 | 1,671 |
| 675 | Open Hopper General Service | 1,546,310 | 1,120,663 | 425,647 | 2,464 | 840 |
| 676 | Open Hopper Special Service | 362,484 | 190,724 | 171,760 | 2 | 47 |
| 677 | Refrigerator Mechanical | 202,496 | 56,072 | 146,424 | 49 | 35 |
| 678 | Refrigerator Non mechanical | 284,103 | 67,409 | 216,694 | 476 | 377 |
| 679 | Flat TOFC/COFC | 3,627,413 | 1,217,024 | 2,410,389 | 99 | 37 |
| 680 | Flat Multi level | 803,317 | 344,763 | 458,554 | 1,468 | 583 |
| 681 | Flat General Service | 55,480 | 11,373 | 44,107 | 93 | 62 |
| 682 | Flat all other | 472,537 | 118,338 | 354,199 | 1,037 | 1,305 |
| 683 | Tanks (private line cars | 917,308 | 430,994 | 486,314 | 3,395 | 4,028 |
| 684 | All other types | 136,604 | 71,242 | 65,362 | 132 | 135 |
| 685 | Box PL 40' | 11,537 | 7,257 | 4,280 | 2,513 | 162 |
| 686 | Box PL 50' | 769,889 | 347,842 | 422,047 | 4,379 | 10,512 |
| 687 | Box - Equipped | 766,118 | 421,825 | 344,293 | 1,889 | 3,731 |
| 688 | Gondola - Plain | 397,500 | 196,516 | 200,984 | 521 | 421 |
| 689 | Gondola - Equipped | 163,519 | 73,303 | 90,216 | 150 | 199 |
| 690 | Covered Hopper | 1,943,627 | 726,218 | 1,217,409 | 3,603 | 8,193 |
| 691 | Open Hopper - General Service | 1,490,352 | 1,048,406 | 441,946 | 2,421 | 4,103 |
| 692 | Open Hopper - Special Service | 355,977 | 192,102 | 163,875 | 1 | 396 |
| 693 | Refrigerator Mechanical | 167,543 | 50,161 | 117,382 | 38 | 37 |
| 694 | Refrigerator Non mechanical | 203,906 | 55,649 | 148,257 | 417 | 592 |
| 695 | Flat TOFC/COFC | 452,765 | 250,638 | 202,127 | 1,916 | 3,571 |
| 696 | Flat Multi level | 532,973 | 244,566 | 288,407 | 1,472 | 3,424 |
| 697 | Flat General Service | 56,511 | 13,967 | 42,544 | 104 | 106 |
| 698 | Flat all other | 370,244 | 122,005 | 248,239 | 1,029 | 2,214 |

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | US | EAST | WEST | B & M | D & H |
|---|---|---|---|---|---|---|
| | | ( $ THOUSANDS ) | | | | |
| 689 | Tanks (Private Line Cars only) | 984,651 | 468,145 | 516,506 | 3,506 | 7,012 |
| 690 | All other types | 121,264 | 67,082 | 54,182 | 210 | 1,190 |
| 691 | Unit Train | 5,457,210 | 854,073 | 4,603,137 | 1,357 | 3,988 |
| 692 | Way Train | 1,834,137 | 913,322 | 920,815 | 7,400 | 1,678 |
| 693 | Thru Train | 18,336,142 | 8,543,043 | 9,793,099 | 40,117 | 62,273 |
| 694 | Total Car-Miles (000) | 25,627,489 | 10,310,438 | 15,317,051 | 48,874 | 67,939 |
| 695 | Caboose Miles (000) | 161,363 | 56,885 | 104,478 | 0 | 0 |
| 696 | Total in Freight Trains | 0 | 0 | 0 | 0 | 0 |
| 697 | Total in Passenger Trains | 0 | 0 | 0 | 0 | 0 |
| 698 | In Freight Trains | 0 | 0 | 0 | 0 | 0 |
| 699 | In Passenger Trains | 0 | 0 | 0 | 0 | 0 |
| 700 | Locomotives | 189,347,063 | 58,622,027 | 130,725,036 | 219,374 | 490,091 |
| 701 | Cars Contents and Cabooses | 1,834,478,188 | 710,213,394 | 1,124,264,794 | 2,775,500 | 5,712,634 |
| 702 | Passenger Trains Cars and Contents | 20,468 | 4 | 20,464 | 0 | 0 |
| 703 | Non-Revenue | 21,930,597 | 9,133,631 | 12,796,966 | 5,817 | 0 |
| 704 | Total Gross Ton-Miles | 2,045,776,316 | 777,969,056 | 1,267,807,260 | 3,000,691 | 6,202,725 |
| 705 | Passenger GTM - incl. Locomotives | 1,898,786 | 23,104 | 1,875,682 | 0 | 0 |
| 706 | Revenue Freight | 1,944,517 | 993,866 | 950,651 | 9,890 | 8,394 |
| 707 | Non-Revenue Freight | 39,585 | 23,142 | 16,443 | 54 | 0 |
| 708 | Total | 1,984,102 | 1,017,008 | 967,094 | 9,944 | 8,394 |
| 709 | Revenue Ton Miles | 943,746,860 | 346,350,276 | 597,396,584 | 1,198,013 | 2,883,707 |
| 710 | Non-Revenue | 10,061,285 | 5,508,214 | 4,553,071 | 3,326 | 0 |
| 711 | Total | 953,808,145 | 351,858,490 | 601,949,655 | 1,201,339 | 2,883,707 |
| 712 | Freight Train Hours - Road Service | 16,248,069 | 7,523,298 | 8,724,771 | 59,493 | 72,497 |
| 713 | Total Carloads Carried(6) | 29,812,148 | 15,338,779 | 14,473,369 | 0 | 136,330 |
| 714 | Freight | 2,468,352 | 1,149,259 | 1,319,093 | 18,839 | 45,879 |
| 715 | Passenger | 0 | 0 | 0 | 0 | 0 |
| 716 | Freight | 12,417,114 | 6,616,279 | 5,800,835 | 19,942 | 10,984 |
| 717 | Passenger | 0 | 0 | 0 | 0 | 0 |
| 718 | Unit Trains | 5,681,821 | 1,187,224 | 4,494,597 | 10,197 | 6,898 |
| 719 | Way Trains | 22,892,780 | 14,343,592 | 8,549,188 | 41,849 | 14,696 |
| 720 | Thru Trains | 39,671,578 | 24,815,296 | 14,856,282 | 221,727 | 114,736 |
| 721 | Train-Miles Per Mile of Road | 2,444 | 2,279 | 2,556 | 579 | 908 |
| 722 | Gross Ton-Miles Per Mile of Road (000) | 13,863 | 13,081 | 14,391 | 2,412 | 4,132 |
| 723 | Revenue Ton-Miles Per Mile of Road (000) | 6,395 | 5,824 | 6,781 | 963 | 1,921 |
| 724 | Net Ton-Miles Per Mile of Road (000) | 6,464 | 5,916 | 6,833 | 966 | 1,921 |
| 725 | Road Loco Unit-Miles Per Train-Mile | 3.1 | 2.8 | 3.3 | 2.5 | 2.9 |
| 726 | Freight Car-Miles Per Train-Mile | 71 | 76 | 68 | 68 | 50 |
| 727 | Gross Ton-Miles Per Train- Mile (000) | 5,672 | 5,740 | 5,631 | 4,169 | 4,549 |
| 728 | Net Ton-Miles Per Train-Mile | 2,644 | 2,596 | 2,673 | 1,669 | 2,115 |
| 729 | Train-Miles Per Train-Hour | 22 | 18 | 26 | 12 | 19 |
| 730 | Gross Ton-Miles (Excl. Locos) Per Train-Hour | 114,255 | 95,616 | 130,328 | 46,750 | 78,798 |
| 731 | Net Ton-Miles Per Train Hour | 58,703 | 46,769 | 68,993 | 20,193 | 39,777 |
| 732 | Ratio of Yard Switching Hours to Road Train-Hours | 0.76 | 0.88 | 0.66 | 0.34 | 0.15 |
| 733 | Revenue Ton-Miles Per Yard Switching Hour | 76,004 | 52,348 | 102,985 | 60,075 | 262,537 |
| 734 | Revenue Ton-Miles Per Gross Ton-Mile (Excl. Locos) | 0.51 | 0.48 | 0.53 | 0.43 | 0.5 |
| 735 | Percent of Loaded Freight Car-Miles | 59.62% | 56.43% | 62.25% | 48.78% | 31.07% |
| 736 | Net Ton-Miles Per Loaded Car-Mile | 64 | 61 | 66 | 50 | 135 |
| 737 | Average Haul | 688 | 465 | 953 | 121 | 344 |
| 738 | Frt. Revenue Per Ton-Mile Cents | 2.73 | 3.43 | 2.32 | 6.80 | 2.72 |
| 739 | Ton-Mile (cents) | 2.80 | 3.54 | 2.37 | 7.13 | 2.78 |
| 740 | Loaded Car-Mile (cents) | 177 | 212 | 156 | 358 | 376 |
| 741 | Ton Carried ($) | $ 14 | $ 12 | $ 15 | $ 9 | $ 10 |

SEE PAGE 16 FOR EXPLANATION OF FOOTNOTE.

ANALYSIS OF CLASS I RAILROADS
SUMMARY INCLUDING THE BM AND DH FOR 1987

| LINE | ITEM | U S | EAST | WEST | B & M | D & H |
|---|---|---|---|---|---|---|
| | | | | ( $ THOUSANDS ) | | |
| 742 | Loaded Car ($) | $ 871 | $ 751 | $ 985 | $ 435 | $ 1,291 |
| 743 | Ton Mile (cents) | 2 51 | 3 23 | 2 1 | 2 55 | 2 95 |
| 744 | Loaded Car Mile (cents) | 159 24 | 193 29 | 137 63 | 379 42 | 398 86 |
| 745 | Ton Carried ($) | 12 | 11 | 13 | 9 | 10 |
| 746 | Loaded Car ($) | 781 | 684 | 872 | 461 | 1,370 |
| 747 | Freight(7) | 2,843,091,974 | 1,082,578,557 | 1,760,513,417 | 7,420,000 | 13,840,000 |
| 748 | Passenger | 32,176,193 | 0 | 32,176,193 | 0 | 0 |
| 749 | Yard Switching | 214,861,602 | 104,347,294 | 110,514,308 | 0 | 0 |
| 750 | Total(7) | 3,090,129,769 | 1,186,925,851 | 1,903,203,918 | 7,420,000 | 13,840,000 |
| 751 | Cost of Fuel ($000) | 1,662,650 | 635,034 | 1,027,616 | 4,081 | 7,612 |
| 752 | Work Train (gallons) | 12,097,728 | 7,316,681 | 4,781,047 | 0 | 0 |
| 753 | Average Cost of Diesel Per Gallon(7) | 0 54 | 0 54 | 0 54 | 0 55 | 0 55 |

SEE PAGE 16 FOR EXPLANATION OF FOOTNOTE.

## FOOTNOTES

(1) Line 5, Net Railway Operating Income (NROI) is based on reported financial results which include "special charges". During 1987, only one railroad, Norfolk Southern Corporation (NSC), recorded a special charge of $620.4 million.

(2) Line 8, 278, and 290, ICC Rate of Return, and Lines 116-118, ICC Revenue Adequacy Data, are based on workpapers supporting the Interstate Commerce Commission's Ex Parte No. 476 Revenue Adequacy Decision. The figures shown on these lines were computed, with the exception of CRC and CNW, using financial information reported in the carriers R-1. Specifically, Line 116, NROI, was based on reported data as adjusted to exclude "special charges". Only one carrier, NSC, had special charges in 1987. Line 117, Average Net Investment, was based on Line 113, Average Net Investment, reduced by the average balance in the deferred income tax liability account (Line 81). The figures for Lines 116 and 117 for CRC and CNW were estimated by the AAR and reflect the effects of predecessor investment values and related expenses.

(3) Line 374, Total Track Miles of Welded Rail Installed to Date, has been revised from prior years to more accurately reflect actual amount of welded rail installed.

(4) Line 528, Total Carloads Originated and Line 529, Total Tons Originated, exclude the B&M in the US and EAST totals.

(5) Lines 533-647 exclude B&M's FCS data which was not available at time of printing.

(6) Line 713, Total Carloads Carried, equals the sum of freight originated and terminated, originated and delivered, received and terminated, and received and delivered.

(7) Line 747, 750, and 753 were estimated for B&M and D&H by the AAR.